

Research Center in lower Manhattan is a goal that I intend to work feverishly on with my New York colleagues and others. Such a facility would pay homage to those souls who were brought to this country to help build it, while under enslavement. Such a facility would join the Statue of Liberty, Ellis Island, the Museum of the American Indian, the World Trade Center site, and other great New York City landmarks as a national and international symbol that tells America's full story of freedom, the quest for freedom, and the openness of our society. Most important, the study of African culture through the results of DNA testing on the African Burial Grounds will help to further educate and enlighten our citizens to a culture that is central to the building of this proud nation.

As the Lewis/Watts bill reflected in a Finding, the Secretary of the Smithsonian declared in 1998 that the African Burial Ground site provided the "perfect" opportunity to dissect the institution of slavery in this country—urban, rural, northern, and southern—including the aspects of the international trade. The Burial Grounds in New York are home to the remains of 20,000 enslaved Africans. These men and women were first generation African Americans, who had to endure inhumane conditions aboard slave ships, before they were forced into labor.

I attended the ceremonies of October 3rd and 4th at the African Burial Ground commemorating the reinterment of some 430 sets of remains that had been under study at Howard University for the last decade. Thousands of people were also in attendance for this event, signaling a clear indication of the powerful feelings of respect that lies with our citizens for an African sanctum in lower Manhattan.

I feel that, ultimately, the new national museum should follow the model of the National Museum of the American Indian, with facilities at both Washington and New York City. The facility in New York, in combination with the magnificent facility to be created here in Washington, would have an overall national and international impact of breathtaking scope and scale. As evident during the ceremonies, an African Burial Ground museum facility would also play a significant role in the revitalization of lower Manhattan in this post-9/11 world, with the hopes that it will become a major national and international visitor's mecca that would join with other New York sites in bringing millions of people, and with them, an economic boom to the entire area.

I whole-heartedly believe that the African Burial Ground is a true national treasure. It is unique in this nation and all the world as an archaeological site, and a site of unparalleled significance, symbolism, and power. A site and museum facility of this magnitude of importance must be part of any national museum, and it must be part of New York's African Burial Grounds.

I would like to thank John Lewis for his long fight to make the dream of a National Museum of African American History and Culture a reality. I would also like to thank my distinguished colleagues from Kansas and Connecticut, Senators BROWNBACK and DODD, for leading these efforts in the Senate.

## MOTION TO GO TO CONFERENCE, OBEY MOTION TO INSTRUCT

**HON. ROBERT T. MATSUI**

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 19, 2003*

Mr. MATSUI. Mr. Speaker, yesterday's CONGRESSIONAL RECORD reflects my vote as "yea" on rollcall Vote 624, Representative OBEY's motion to instruct conferees on the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Act of 2004. I would like to state for the RECORD that my vote should have been "nay."

I have long opposed the reimportation of prescription drugs because it creates a significant safety risk for consumers. A recent examination of several mail facilities by FDA and U.S. Customs reinforces these concerns. After six days in four cities, these examinations found drugs being reimported that have never been approved by the FDA, without labeling or instructions for safe use, and even some that the FDA has withdrawn from the U.S. market for safety reasons. In addition, expanding the importation of prescription drugs increases the likelihood that seniors will receive counterfeit drugs, a potentially very serious health hazard.

Finally, liberalizing the importation of prescription drugs does not address the underlying problem of high prescription drug costs. There are other legislative remedies that can decrease prescription drug costs without undermining consumer safety. For these reasons, I oppose the Obey motion to instruct conferees on the Agriculture, Rural Development, Food and Drug Administration, and Related Agencies Appropriations Act, 2004.

## RECOGNIZING THE PUBLIC SERVICE OF DON MOCK

**HON. MARK UDALL**

OF COLORADO

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 19, 2003*

Mr. UDALL of Colorado. Mr. Speaker, I rise today to honor Don Mock for his exemplary public service as a member of the Boulder City Council from 1996 through 2003. I would like to thank him on behalf of all Boulder citizens for the depth and diversity of contributions he has made to ensure that our city remains a very special place to live.

Raised in Florida, Don received his BS and MS in Physics from the University of Florida, and his PhD in Atmospheric Sciences from the University of Washington. He has worked as a Research Assistant in the Department of Atmospheric Sciences at the University of Washington and as a Support Scientist for the Physical Oceanography Group of the NASA/Caltech Jet Propulsion Laboratory. In 1989, Don moved to Colorado to work as Systems Manager for the Cooperative Institute for Research in Environmental Sciences at the University of Colorado in Boulder. Since 1991 he has been a Systems Manager and later a Director of Computing and Network Services at the Climate Diagnostics Center of the National Oceanographic and Atmospheric Administration's Environmental Research Laboratories.

In 1996, Don was appointed to the Boulder City Council and elected a year later to an-

other term. On the Council, he quickly earned the respect of his colleagues for his intelligence, sound judgment, and moderate approach to a wide range of issues. He provided thoughtful and skilled leadership in the areas of budget policy, taxes, transportation, affordable housing, school overcrowding and the environment. Don was actively engaged in resolving the status of the 9th and Canyon hotel site and was a strong proponent of the comprehensive rezoning project to address commercial growth issues.

He has served successfully in such diverse organizations as the Denver Regional Council of Governments, the Bureau of Conference Services and Cultural Affairs, the Boulder Community Celebrations, and the Dairy Center for the Arts. An important part of his focus on Council has been sensible growth management, sustainable use of resources, and a strong, stable economy.

Prior to his appointment to Council, Don was chair of the City's Parks and Recreation Advisory Board and served four years as a co-chair of the Whittier Neighborhood Association, as well as two years on the Steering Committee for the Pine Street/Whittier Traffic Mitigation Project. In 1995, he was especially effective in working with the Citizens for Parks and Recreation to successfully pass the Parks Ballot Issue which led to new acquisitions of park land in the city of Boulder. Over the years, Don has been unswerving in his commitment to policies that serve the environment, the education and health of people, and principles of integrity and fairness.

I ask my colleagues to join with me in expressing our gratitude to Councilman Mock for his years of public service and his contributions to the people of Boulder, Colorado. I wish him continued success in all his future endeavors.

## PERSONAL EXPLANATION

**HON. BETTY MCCOLLUM**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, November 19, 2003*

Ms. MCCOLLUM. Mr. Speaker, due to a scheduling conflict, I was unable to vote on rollcall votes 620 to 623. Had I been present, I would have voted the following:

On rollcall vote 620, S.J. Res. 22—Recognizing the Agricultural Research Service of the Department of Agriculture for 50 years of outstanding service, I would have voted "aye".

On rollcall vote 621, S.J. Res. 18—Commending the Inspectors General for their efforts to prevent and detect waste, fraud, abuse, and mismanagement, and to promote economy, efficiency, and effectiveness in the Federal Government during the past 25 years, I would have voted "aye".

On rollcall vote 622, H. Con. Res. 299—Honoring Mr. Sargent Shriver for his dedication and service to the United States of America, I would have voted "aye".

On rollcall vote 623, on hour of meeting, I would have voted "aye".

"FOR THOSE WHO HAVE FALLEN"—A NATIONAL TRIBUTE SONG

### HON. MARK GREEN

OF WISCONSIN

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2003

Mr. GREEN of Wisconsin. Mr. Speaker, today before this house I would like to recognize "For Those Who Have Fallen," a national tribute song written by Tonia Barnes (Arpke) of Clyman, Wisconsin. At a time when our brave men and women in uniform are fighting to protect freedom and democracy in the Middle East, it is important for citizens across the country to support their efforts, and remember America's fallen heroes who have secured peace in battles past. This song is an eloquent tribute to all those who sacrificed for our nation, and it is with great honor that I submit the following lyrics for the RECORD.

Working in an office or on the beat  
Looking from a window, from a city street  
The heart of a stranger giving his all  
Doing what he can when he got the call.

America hold your head up high  
The Eagle is still the pride of the sky  
She shed many tears today  
And spread her wings as if to say.

For those who have fallen  
I will never forget  
The sacrifice you've given  
When the face of God you met  
For those who have fallen  
I will never forget.

Searching through all the rubble  
Knowing that lives are on the line  
Hands that never got tired  
Paws, though bloody, never whine.

A strong shoulder to lean on  
An ear listening to the horrible tale  
America will keep on living  
And our pride will always prevail.

For those who have fallen  
I will never forget  
The sacrifice you've given  
When the face of God you met  
For those who have fallen  
I will never forget.

For those who have fallen  
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The sacrifice you've given  
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For those who have fallen  
I will never forget.

### THE TRANSPORTATION EQUITY ACT: LEGACY FOR USERS

### HON. JAMES L. OBERSTAR

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, November 19, 2003

Mr. OBERSTAR. Mr. Speaker, for most of the 20th Century, the primary focus of surface transportation policy was constructing a safe, efficient highway system, the Interstate and Defense Highway System, to connect our cit-

ies, farms, and defense bases. We invested more than \$114 billion in constructing the 42,800-mile Interstate system and that investment has paid phenomenal returns in mobility, productivity, and economic growth. It is an unparalleled success: 1 percent of highway miles carry 24 percent of traffic. Today, the vision of that system is complete.

As the Interstate era came to a close, a new vision of transportation began to emerge—shifting from a focus on moving vehicles to providing transportation choices. The early framing of this vision was embodied in Congress' passage of the Intermodal Surface Transportation Efficiency Act (ISTEA) in 1991. The "highway bill" became more than that as we focused new efforts (and funding) on transit, congestion mitigation, intelligent transportation systems, and transportation alternatives such as pedestrian and bike paths. The landmark achievement of ISTEA was its vision for transportation policy: moving beyond where highways now lead us, to where it is people want to go and how we can give them choices to get there.

In 1998, Congress built upon ISTEA by ensuring that we would begin to make the necessary infrastructure investment to achieve this vision. With passage of the Transportation Equity Act for the 21st Century (TEA 21), we authorized \$218 billion for our highway, transit, and highway and motor carrier safety programs—the highest surface transportation funding levels in U.S. history and 44 percent more than ISTEA. However, we knew too well that increased "authorization levels" meant nothing if they did not become a reality. We unlocked the Highway Trust Fund and codified a principle: the highway user fees collected from the traveling public will be invested in our surface transportation infrastructure each and every year. That is the landmark achievement of TEA 21 and, over its life, we invested \$214 billion in our Nation's surface transportation infrastructure—\$100 million more in that 6-year period than in the 40 years of building the Interstate.

On the first anniversary of TEA 21, I joined our Committee Leadership (then-Chairman SHUSTER, Chairman PETRI, and Subcommittee Ranking Member RAHALL), then-Senator Chafee, Senator VOINOVICH, and Secretary of Transportation Rodney Slater and said: "Although the legacy of the surface transportation system of the 21st Century is far off, we have begun the journey of writing that legacy here and now. ISTEA and TEA 21 have set the framework for the beginning of the new century. Nevertheless, we must continue to develop innovative solutions if we are to overcome our Nation's many transportation problems."

The journey of writing that legacy continues here today. The "Transportation Equity Act: A Legacy for Users" bill builds upon the vision of ISTEA, maintains the guaranteed funding principle of TEA 21, and outlines its own landmark achievement: providing the investment levels necessary to maintain and begin to improve our Nation's highway and transit infrastructure. The bill provides a 72 percent increase in funding over TEA 21. We increase investment in highway and highway and motor carrier safety programs from \$177 billion under TEA 21 to \$306 billion under this bill. Similarly, for transit, we almost double the investment over 6 years: growing from \$36.2 billion guaranteed under TEA 21 to \$69.2 billion under the introduced bill.

Although these funding levels are significant increases over current levels, it is important to note that they are not our numbers, they are the Department of Transportation's own estimates of the Federal investment necessary to maintain and begin to improve our Nation's surface transportation system. These funding levels recognize what the Texas Transportation Institute has repeatedly told us: congestion is beginning to cripple our largest cities, the primary engines of our Nation's economic growth. In 75 large metropolitan areas alone, the cost of congestion is \$69.5 billion—including 3.5 billion hours of delay and 5.7 billion gallons of excess fuel consumption. The average annual delay for every person in these cities has climbed to 26 hours. While these statistics are startling, the average American family does not need them recited—they are stuck in traffic on their way home from work, picking up the kids at daycare, or running the endless errands that seem a part of today's society, and they lose what precious little time they have together.

More importantly, our Nation's highways, bridges, and transit systems are not as safe as they need to be and the highway death toll is unacceptably high. Over the past 25 years, 1.2 million have died on our roads. Last year, 42,815 people died and 2.9 million more were injured on our highways. Highway fatalities remain the leading cause of death of our youth (people ages 4 to 33). In addition to the personal tragedy of each of these deaths and many of the injuries, the economic cost of these accidents is more than \$230 billion per year.

Considering the congestion and highway safety impacts of insufficient investment in transportation alone, our economy is losing \$300 billion per year because we are not investing the necessary resources to maintain and improve our Nation's transportation systems. We cannot afford to continue to short-change our Nation's transportation systems. To effectively reduce congestion, to increase mobility, to truly improve highway safety, and to achieve continuing long-term increases in productivity and economic growth, we must invest in our Nation's transportation future. And we must do it now. That is why we join together today to introduce this bill to authorize \$375 billion over 6 years.

The bill increases the minimum guarantee rate of return from 90.5 percent in FY2003 to 95 percent in FY2009. The bill also provides significant increases for the core highway programs. The National Highway System increases from \$27.4 billion under TEA 21 to \$39 billion under this bill. In addition, after a portion of the minimum guarantee funds are distributed to the core highway programs, NHS funding increases to \$49.3 billion over the next 6 years. Similarly, the Bridge program grows from \$19.3 billion under TEA 21 to \$34.3 billion with the redistributed minimum guarantee funds. Finally, the CMAQ program almost doubles—growing from \$7.9 billion to \$13.9 over the next 6 years.

Moreover, the bill provides similar increases for transit. Guaranteed transit funding increases 92 percent to \$69.2 billion. The core transit formula programs increase to \$34 billion and the transit capital program (new starts, rail modernization, and bus capital investment) increases to almost \$30 billion over the 6 years of the bill.